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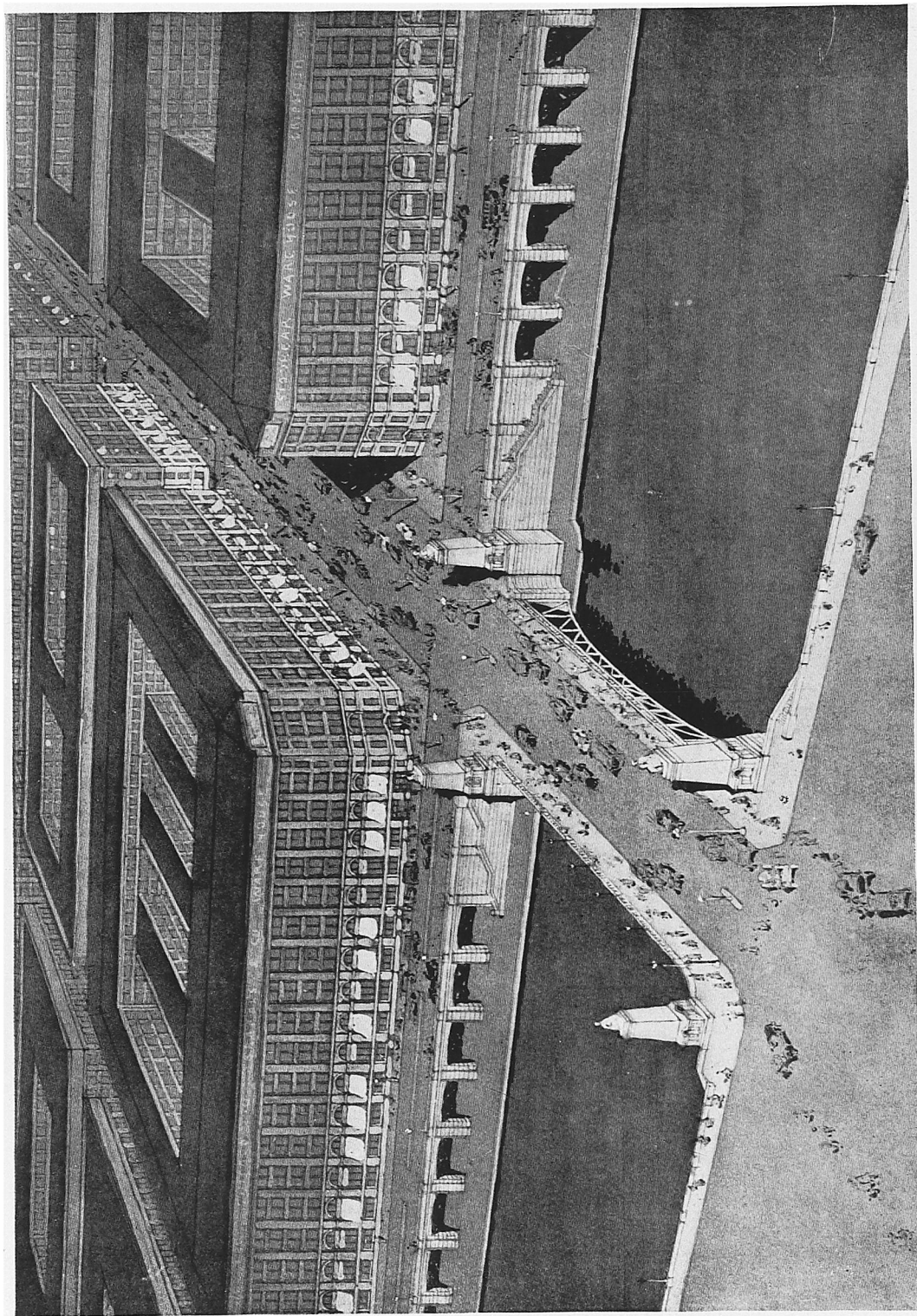
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VIEW OF TYPICAL EAST AND WEST STREET AND BRIDGE RUNNING THROUGH THE DISTRICT BETWEEN CANAL STREET AND THE RIVER AND NORTH OF TWELFTH STREET, PROPOSED FOR WAREHOUSING AND BUSINESS DEVELOPMENT, THE MARGINAL RIVER DRIVEWAYS AND FREIGHT RECEIVING STATIONS ALONG THE RIVER.



VIEW LOOKING SOUTH OVER THE LAGOONS OF THE PROPOSED PARK FOR THE SOUTH SHORE, CHICAGO.

Painted for the Commercial Club by Jules Guerin.

“The Chicago Plan”—To Make Chicago Beautiful, Healthful and Convenient

By WALTER D. MOODY

Managing Director, Chicago Plan Commission

IT IS a matter of common knowledge that the first actual work on the plan of Chicago undertaken by the Chicago plan commission was the widening of Twelfth street. That street forms the southern boundary of the “quadrangle” in the Plan of Chicago, or the four streets destined to bear the heaviest burden of traffic of any streets in the city. The “quadrangle” is the foundation of the street circulatory system in the Plan, and is composed of Twelfth street on the south, Halsted street

on the west, Chicago avenue on the north, and Michigan avenue on the east. It is the hope of the officers of the commission that Twelfth street may also become a terminal axis—a focal point for all railroad terminals, with the possible exception of the Northwestern.

An ordinance for this improvement, it will be recalled, was passed by the City Council in April, 1911. This ordinance provides for widening Twelfth street to 108 feet between Ashland avenue and Canal

street, and to 118 feet between Canal street and Michigan avenue.

When the Chicago Plan Commission began work, there was a sullen, crystallized opposition on all sides against the improvement. The original plan for the improvement of Twelfth street proposed a park strip in the center. The street was to be boulevarded, but we found the people did not want a boulevard, and that feature was eliminated. It is odd, but when you mention boulevards in Chicago you present a horned beast with a forked tongue. But in Europe, as we all know, boulevarded streets are thought very much of. They are the best streets, and they are business streets, but perhaps that is an impracticable combination for Chicago. It is proposed simply to make Twelfth street a fine, broad, practicable business artery in every way. That idea appealed to the people there and allayed much opposition.

In this connection, while the Plan of Chicago is not a hard and fast plan, the main vertebra of the Plan must stand, the suggested features should be carried out, and while nothing should be allowed at any time—now or in the future—to interfere with or disturb the Plan in general, minor changes will undoubtedly have to be made in the carrying out of any set phase of the Plan.

It was necessary to hold town meetings and to make a house to house canvass of the entire district. In all, more than three hundred conferences have been held by the officers of the Commission in connection with the Twelfth street case alone. After a great deal of hard work, the Commission was able to secure enough signatures to a favorable petition to prevent the filing of a majority protest with the Board of Local Improvements when the public hearing was held in March, 1911. Such a protest would have caused a year's delay.

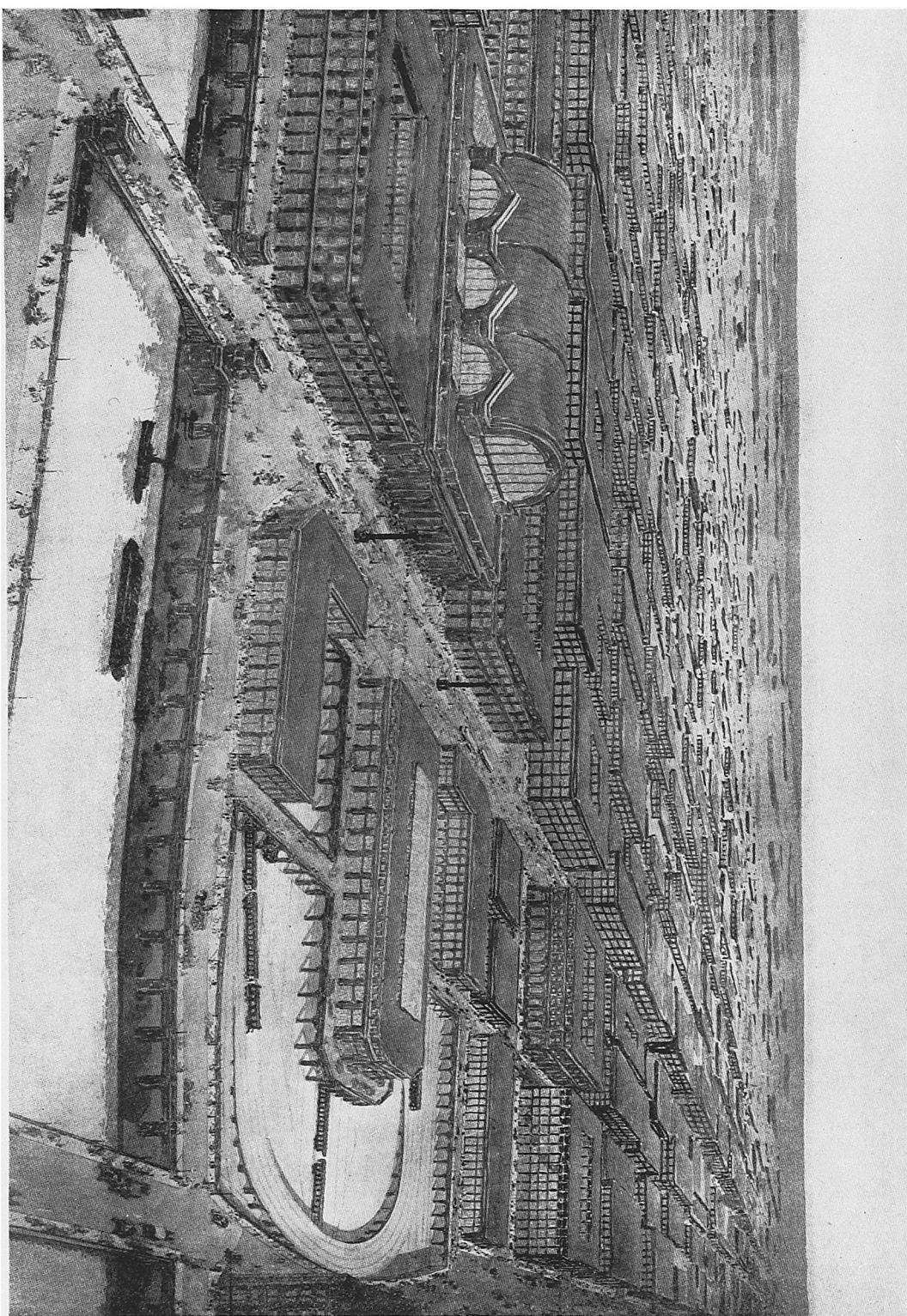
Some of the objections urged by agitators and those opposed to the plan, which we had to overcome, were that under the

law the zone of assessment could only be spread two blocks on either side of Twelfth street paralleling the improvement; that the amount of square footage in that zone would necessitate an assessment of \$79 a front foot; that the cost of the improvement would be ten or fifteen million dollars; and that there would be no public benefit.

However, the zone of assessment as decided upon by the court commissioners extends, approximately, from the lake to Fortieth avenue and from Twenty-second street to Harrison, east of the Chicago River extending north to Madison street. There are approximately forty thousand pieces of property in that zone, so that absolutely no individual assessment will be burdensome. The cost of the improvement has been estimated as approximately three million dollars for land and buildings. A public benefit of fifty per cent, or \$1,750,000, has been awarded, and a bond issue for that amount carried at the last election with nearly twenty-five thousand majority. The Sanitary District was induced to appropriate \$240,000, or one-half the cost of constructing the new Twelfth street bridge, which is to be ninety feet wide. The balance of the cost will be paid by the city out of the recent bridge bond issue.

From a decided negative, the attitude of the people in that entire section has changed to a positive one. They are now all eagerly awaiting the condemnation suit, which it is expected will be tried in the near future. Under the law, no property can be taken for the improvement until every dollar of condemnation money has been paid, so that as soon as the suit has been tried and damage paid, bonds can be issued for the city's share of the cost, and actual construction work started.

Simultaneously with having secured the passage of the Twelfth street ordinance, thereby turning that case over to the city for development, the Chicago Plan Commission next in order took up the "boule-



PERSPECTIVE VIEW OF THE PROPOSED UNION TERMINAL PASSENGER STATION AT TWELFTH STREET, LOOKING SOUTHWEST ACROSS THE RIVER FROM ABOVE AND TAYLOR STREET BRIDGE. THE TRACK LAY-OUT IS SHOWN AT THE PRESENT RAILROAD LEVEL. THE STATION HEADHOUSE AND APPROACHES AT THE PROPOSED LEVEL OF THE TWELFTH STREET VIADUCT.



BIRD'S-EYE VIEW AT NIGHT OF GRANT PARK, CHICAGO—THE FACADE OF THE CITY, THE PROPOSED HARBOR, AND THE LAGOONS OF THE PROPOSED PARK ON THE SOUTH SHORE—FROM A PAINTING BY JULES GUERIN.

vard link" plan. Michigan avenue is the eastern section of the "quadrangle," and really is the base line of the city's traffic. After years of study of all conditions affecting this improvement, and hundreds of conferences with property owners and others, the Chicago Plan Commission in July, 1911, unanimously adopted what is known as Plan No. 3 for the north and south boulevard connecting link.

Plan No. 3 provides for the widening and projection of Michigan avenue north from Randolph street on the two-level system, to connect with Pine street north of the river. Michigan avenue south of Randolph street is 130 feet wide. This width is to be carried north from Randolph street to the river. Pine street is to be widened to 141 feet from the river to Chicago avenue. The two streets are to be connected by a double-deck bascule bridge. At the north and south bridge approaches the plan provides plazas approximately 250 feet square. There will be an upper and a lower level to the new street. The upper level will extend from building line to building line. The structural elevation will begin at Lake street and grade gently up to South Water street, where it will be sixteen feet above the present street level, continuing at that height to Indiana street, where it will gently descend to Ohio street.

The real necessity for the two-level plan is on account of the unique conditions in that section, a parallel of which probably does not exist in any city in the world. Here a main cross-town boulevard artery is crossed in the busy section of the city by an enormously heavy traffic, made necessary by the presence of large freight and boat terminals on the one side and of wholesale houses and warehouses on the other. The rapidly developing industrial section just north of the river is augmenting this condition, and with the completion of the new outer harbor at the mouth of the Chicago River, unless the plan of the Chicago Plan Commission is carried out, traffic

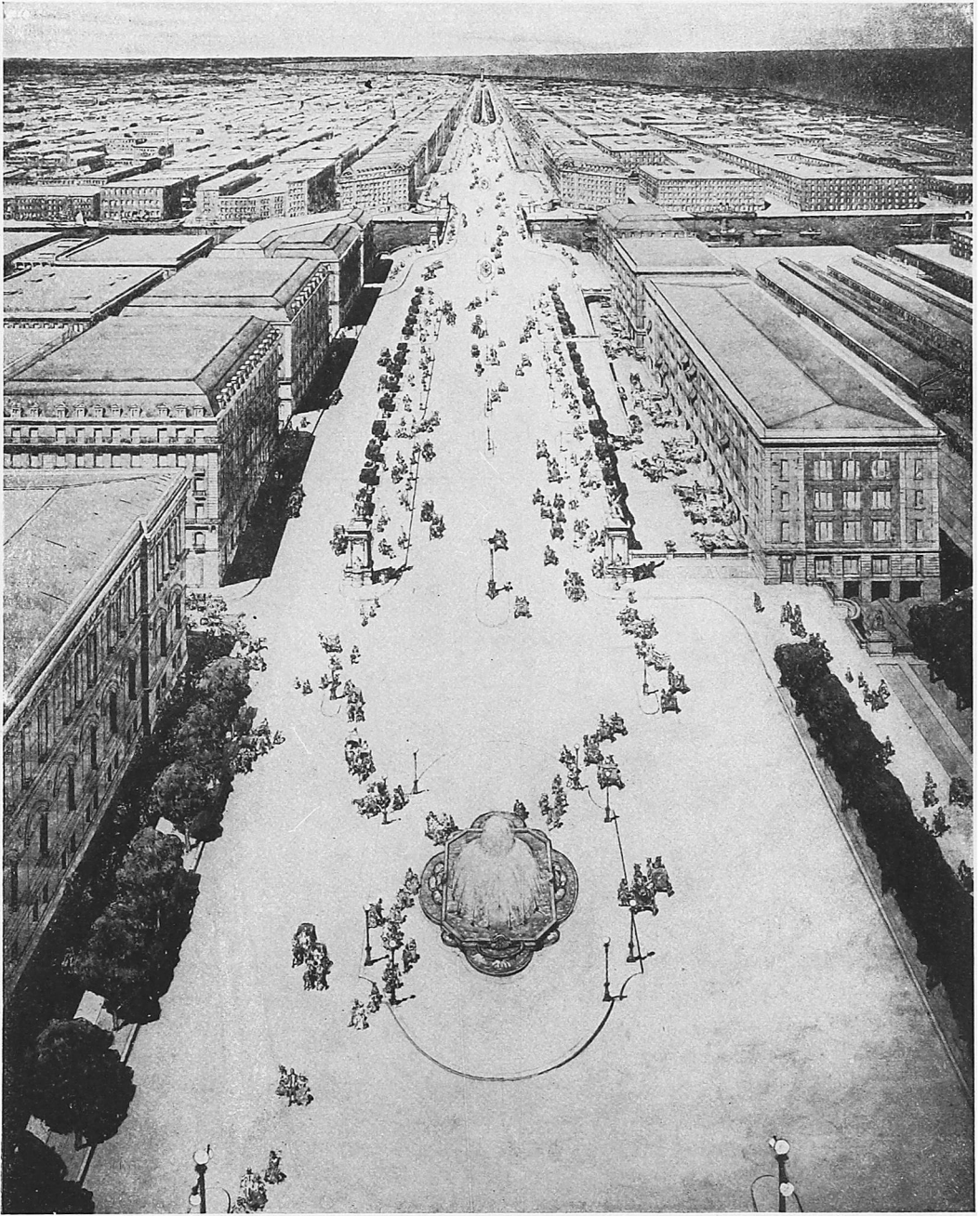
conditions there will eventually become not only intolerable but absolutely impossible.

Michigan avenue today, between Twelfth and Randolph streets, is perhaps the finest thoroughfare of any city in the world. That portion of the street has practically created itself within the past ten years. The only reason this splendid development stopped at Randolph street was because of the squalid extension of that street to the north. When the connecting link has been completed, that development will undoubtedly continue on to Chicago avenue.

What does it mean to a city to have a great thoroughfare such as Michigan avenue is destined to become? What do these great arteries mean to the cities of the world? It means an advantage to any city to possess streets such as the Champs Elysees in Paris, Unter den Linden in Berlin, the Ringstrasse in Vienna, Piccadilly in London and Fifth avenue in New York. The names of those thoroughfares are household words the world over, and add as much to lure travelers to these cities as anything in them.

Plan No. 3 was recommended by the Commission to the Board of Local Improvements in July, 1911, at which time the Board voted to abandon all former proceedings and to have prepared an estimate of the cost of Plan No. 3. Many obstacles and obstructions have been placed in the way of the successful realization of this plan, and many unforeseen contingencies concerning questions of jurisdiction, legality and other complications have arisen, which have all been satisfactorily disposed of, after much hard work and nearly four hundred conferences held by the Commission.

In June, 1913, the Board of Local Improvements held a final public hearing, at which Plan No. 3 was unanimously adopted and recommended to the City Council for adoption. An ordinance covering this improvement, accompanied by nearly one hundred charts and drawings, was immediately



PLAN OF BOULEVARD TO CONNECT THE NORTH AND SOUTH SIDES OF THE RIVER. VIEW LOOKING NORTH FROM WASHINGTON STREET—PAINTING BY JULES GUÉRIN.

introduced in the City Council by the Board of Local Improvements. The Council in turn referred the ordinance to the Streets and Alleys Committee, which committee, by a vote of 11 to 1, recommended it for passage by the Council. The legal requirement of one month's time to allow for the reception of objections having elapsed, the ordinance covering Plan No. 3 was adopted by the City Council July 14, 1913, by a vote of 57 to 7.

At the time this article was written, right after the Michigan avenue ordinance had passed the Council, the following procedures were necessary before work upon that improvement could be begun:

1. Application made to Judge John E. Owens for the appointment of a commission to appraise the property involved in the changes of lines necessary to the link, and to spread the assessment.

2. Appraisal of the property involved, and the making of contracts of purchase for the acquisition of such as the owners will willingly sell.

3. Submission to the voters, at the election in April, 1914, for approval of a bond issue of \$2,225,000, about one-third of the cost of the link.

4. Spreading of the special assessments against property benefited on a graduating scale, reaching the vanishing point of the special assessments on the north at Devon avenue, and at the south on Fifty-first street.

5. Condemnation of all property not acquired by the commissioners through contracts of purchase, and approval of the entire proceeding by the County Court.

During the Commission's activities in the promotion of the Twelfth street and Michigan avenue cases, the officers of the Commission devoted much time and energy to the south shore lake front improvement, negotiations for which were in charge of the South Park Commissioners, aided by Mr. E. B. Butler, chairman of the Plan Committee of the Commercial Club. While

the Commission took no part in the actual negotiations for the proposed improvement, the officers aided, whenever opportunity presented, in crystallizing public sentiment in favor of reclaiming the lake front for the people from Grant Park to Jackson Park.

In 1880 Chicago stood second of all American cities in park area, but today has dropped to eighth place in total park area and to thirty-seventh place in point of congestion. Two millions of people have been added to our population since any considerable addition of park area was made. The public health of our citizens is Chicago's greatest asset. For good health and good order, there should be one acre of park space for every one hundred inhabitants of a city. In Chicago there are 780 persons to the acre, and in the closely congested districts there are 5,000 persons to each acre. If we had the park area in Chicago necessary to conform to social standards, we would have 23,000 acres, instead of our present total of 4,400 acres. Berlin is the only large city that conforms exactly to the social standard, because the German people are the only ones that have learned how to properly safeguard the health of their people, realizing that the public health is a city's greatest asset.

Chicago annually produces 4,000,000 cubic yards of waste material, much of which is now dumped into the lake, thus creating a danger to navigation through the building of submerged lands in and around our harbor entrance, and polluting our city's water supply, after approximately \$63,000,000 has been spent to assure its purity. It borders on the criminal that this should be the case, especially when this amount of material would create one hundred acres of this lake front park system each year without cost to the taxpayers. When completed, 1,500 acres of parks will have been added to our present total of 4,400, and Chicago will possess the most magnificent waterfront in the world.

On March 30th, 1912, a contract was en-



PLAN OF BOULEVARD ON MICHIGAN AVENUE—VIEW LOOKING NORTH FROM A POINT EAST OF THE PUBLIC LIBRARY.

tered into between the South Park Commissioners and the Illinois Central Railroad that will enable the park commissioners to carry out the development of the shore of Lake Michigan between Grant and Jackson Parks as proposed in the Plan of Chicago. This agreement provides for the acquiring by the park commissioners of the riparian rights attaching to the land lying between these two parks, and for the establishment of a permanent boundary line dividing the railroad property from the submerged lands to be acquired by the park commissioners.

A petition was made by the South Park Commissioners to the United States Government for permission to build breakwaters and fill in submerged lands necessary for the construction of this lake front parkway. Public hearings were held before the United States District Engineer in Chicago, and at the close he forwarded his recommendation to Washington that the

requested permission be granted.

The Government, however, granted permission to the South Park Commissioners to build breakwaters and fill in submerged lands for only the first section of the proposed improvement, i. e., from Twelfth to Sixteenth street, to enable the construction of the Field Columbian Museum of Natural History downtown, where it will be easily accessible to all, facing north on the new widened Twelfth street at its terminus on the lake shore, and overlooking Grant Park.

The Government, through published articles in the press, indicated its willingness to permit the carrying out of the balance of this park development as soon as it was assured that adequate harbor facilities would be provided by the city. Now that the State Legislature has passed an act enabling the city to construct the outer harbor as proposed in the Plan of Chicago, and the Harbors, Wharves and Bridges Committee of the City Council has recommended to

the Council that the offer of private interests to sell to the city the necessary land for the sum of \$300,000 be approved, it is thought there should be no further reason for delay on the part of the United States Government in granting the permission requested.

At present the executive officers of the Chicago Plan Commission are prominently identified with the railway terminal situation now pending before the City Council Committee on Railway Terminals. In March, 1912, the Chicago Plan Commission unanimously adopted a resolution against the crossing of Twelfth street with any railroad tracks west of the east line of Canal street, and directing that negotiations be entered into with the Pennsylvania Railroad to the end of discouraging them from constructing a huge freight yard and terminal in the heart of the city. This resolution was immediately sent to the president of that railroad and to the Mayor of Chicago. The Pennsylvania road replied that they were preparing plans for new terminal development which would be submitted to the Commission as soon as completed.

In August of that year, however, the Union Station Company and the Pennsylvania Railroad Company made public in the newspapers their plans for the proposed West Side passenger terminal, without having submitted their plans to the Commission, in accordance with their promise. Those plans very materially affect the Plan of Chicago; their freight terminal plan, in fact, absolutely prevents the widening of either Congress or Harrison streets to form the grand axis leading from the lake front into the civic center and the system of diagonal roads proposed in the Plan radiating in all directions from this center. Their passenger terminal plan prevents the reclaiming of present railroad property in the heart of the city for intensive commercial development.

The Executive Committee of the Com-

mission, therefore, decided that a special committee should be appointed for the purpose of conferring with the Pennsylvania railroad officials in reference to the possible adaptation of their plans to the Plan of Chicago. Notwithstanding repeated attempts, this committee failed to obtain the detailed plans of the railroads for their proposed development. On May 16, 1913, a meeting of this committee was held with the railroad officials, and plans were submitted to them showing two ways for reaching their proposed downtown freight terminal, which differed from their plan with its menacing features and which they claim is the only one.

The executive officers and the architectural and engineering staff of the Chicago Plan Commission at that same meeting presented to the railroad officials plans for the development of both passenger and freight terminals, which would solve the terminal problem in a way that should prove satisfactory to the railroads themselves and should inure to the great benefit of the entire city in a way to take care of the city's future needs in an adequate manner, preserving at the same time the salient features of the Plan of Chicago.

No consideration was given to these plans by the railroad officials, and the following morning they appeared before the Council Committee on Railway Terminals and exploited their plans for the passenger depot, saying nothing about the freight phase of the question, or the conference held eighteen hours previous with the special committee appointed by the Commission.

In view of these facts it was deemed advisable by the special committee to refer the whole matter direct to the Commission for action, especially in view of the fact that the Commission had been requested to appear before the Council Committee on Railway Terminals Saturday, May 24th. A meeting of the Commission was therefore

held May 21st, 1913, and at that meeting the following resolution was adopted:

"WHEREAS, The Committee on Railway Terminals of the City Council of Chicago has requested the Chicago Plan Commission to present at a meeting on Saturday, May 24th, its views on the railway terminal situation, and

"WHEREAS, By direction of the Executive Committee of the Chicago Plan Commission on February 17th, 1913, there was appointed from its membership a special sub-committee on railway terminals for the purpose of negotiating with the officials of the Union Depot Association and of the Pennsylvania Railroad, to see if their plans could not be made to co-ordinate with the Plan of Chicago; under direction of which sub-committee plans have been prepared and were submitted on May 16th to said railway officials, to the end that the Plan of Chicago and the interests of the entire city could be conserved, and

"WHEREAS, On May 17th said railroad officials appeared before said Council Committee and submitted their plans without making reference to the plans which had been submitted to them on the previous day by the Chicago Plan Commission's sub-committee on railway terminals, and

"WHEREAS, There has not been sufficient time for mature consideration by the Chicago Plan Commission of the plans of its architects, or of terminal plans from other sources, particularly including the plans of the Union Depot Association and the Pennsylvania Railroad, because of the absolute lack of accurate information concerning the latter, now, *therefore be it*

"Resolved, That the Chicago Plan Commission, in session in the Hotel LaSalle on May 21st, 1913, unanimously recommends the transmission of the terminal plans created by its architects and engineers to the Council Committee on Railway Terminals, and asks said committee to receive said plans and give same most careful consideration as the best product of the efforts of its

executive officers and its staff of engineers and architects."

In accordance with that resolution these plans were transmitted to the Council Committee, and are now being studied by Mr. John F. Wallace, the engineering expert selected by the Council Committee to aid them in determining upon a general terminal plan for Chicago, especially with reference to the ordinances now pending before the City Council granting permission to the Union Station Company and the Pennsylvania Railroad to make their railroad development as they propose.

In the early days when Chicago was a struggling, hustling, pioneer western city, the city was eager to obtain railroads, and ordinance rights and franchise grants were made which were necessary for the building up of this city. These rights were given to the railroads into what is now the very center of the city, but which in the days when they were secured was outlying territory. But the city has so rapidly grown that this railroad terminal property is now right in the center of the city, and the whole downtown section is walled in with a Chinese wall, obstructing and to a large measure preventing natural growth and expansion of the loop district. The plan of the Commission's officers proposes to correct this unnatural condition and to permit the city to expand naturally and without hindrance, through the opening up and keeping open of the present and proposed street system, designed to meet traffic necessities, and the designing of passenger terminals which will make proper provision for future necessities and which will be most convenient for the general public, and of freight terminals which will be for the best interests of business and industry.

The plan which was evolved by the executive officers and architectural and engineering staff of the Chicago Plan Commission to adequately provide for these fundamentals, contemplates making the new, widened Twelfth street the terminal axis—

the focal point, as it were, of all railroad terminals with the possible exception of the Northwestern. These terminals are to be inter-related along Twelfth street on the three-unit plan. The Illinois Central group will form the first unit, at about its present location. The second unit will provide a union terminal centering on Clark street to accommodate the various groups of roads now using the LaSalle, Polk and Harrison street stations. The third unit will consist of a terminal between Canal street and the river for the Union Station group of roads.

This plan will permit of the opening up of nine much needed main east and west streets and five main north and south streets, leading from the downtown section to the various outlying districts. Today there are only four such streets to the south and seven to the west. It also permits of the creation of a river road along both banks of the Chicago river extending, possibly, from Canal street on the north to Halsted street on the south. All this street development would be on railroad property, and could be made without cost to the city through the vast benefit which would accrue to the railroads through an intensive development of their property north of Twelfth street for commercial purposes. The plan also contemplates the straightening of the river between Twelfth and Sixteenth streets, thus benefiting navigation, and transferring a large amount of property now west of the river east of it, thereby greatly increasing its usefulness and value.

By this plan, property in the very heart of the city now uneconomically used by the railroads for freight yards, coach yards, rights of way and other terminal purposes, could be intensively developed for high class business property, adding immeasurably to the taxable value of that property. Railroad property today is taxed only on the basis of \$40,000 per mile, and not on an equal basis with adjacent property used for

commercial purposes. By removing the present depots to the south of Twelfth streets, the "loop" district would not only be immediately enlarged thereby, but the creation of the street system possible under this plan would permit the future growth of the downtown district to the south, west and north in a natural and orderly way, which would be of great benefit to the city in many ways.

It is proposed that the present railroad property north of Twelfth street be developed for freight terminals, with immense warehouses and offices on the upper floors. This freight and commercial district, east of the Chicago river is bound by State, Polk and Twelfth streets and the river, and, west of the river, by Twelfth and Canal streets and the river, extending as far north as necessary. The advantages of this plan for creating a new and permanent wholesale district are obvious. Not only would the commercial use of this property increase the taxable value of the city, but the creation in that district of these huge wholesale houses with their thousands and thousands of employes and visiting country merchants, would tremendously and permanently increase the value of all the surrounding property. Then, too, rail and water contact would be possible—always a leveller of freight rates—through the bringing of freight tracks underneath these buildings, and underneath the streets. The bringing of freight directly into warehouse buildings will also do away with the very considerable expense of hauling between the depot and the warehouse.

West of the river the streets are to be carried along across Canal street at the height of the bridges, thirteen feet above normal street level, thus permitting the tracks to remain on the ground, as at present, but absolutely removing all menacing features of the "Chinese wall" of railroads which now entirely surrounds the downtown district and blocks access to and from the loop. Suburban trains would use some

of these tracks to come down into their present terminals in the very heart of the city. Not the least of the advantages of this plan is that it would permit the Plan of Chicago to be carried out to the letter. The creation of the street system provided in the Plan of Chicago for the West Side is undeniably the most beneficial improvement that could possibly be made in that part of the city, and by means of no plan except one similar to this, can the street system of the Plan of Chicago ever be carried out on the West Side.

Besides opening up many main streets for the relief of traffic congestion, and many shorter ones also—all on railroad property and therefore created without expense to the city—the widening of existing streets, the cutting through of new ones, and the relieving of present congestion, will afford easier and quicker access to Twelfth street terminals for vehicular traffic than is possible at present to existing terminals. A further advantage of this plan is the ease with which street car traffic can reach the Twelfth street terminals, owing to the fact that the Twelfth street car line intersects, or can be made to do so, every north and south car line; that the elevated loop can be extended to pass through the center of the stations, and that the proposed subway can take its course along Twelfth street even more advantageously than along Harrison street, as at present proposed.

The new terminals themselves possess the following advantages by reason of the manner of their construction on the "loop" system instead of the "stub-end" plan: Twice the capacity in the same space as a stub end station would require; reduction in time and operating cost; can be used for traffic coming from either direction, whereas two stations are necessary if stub terminals are built; added capacity; greater flexibility; lesser cost of construction, operation and maintenance, and the separation of incoming from outgoing traffic, facilitating in-

gress and egress, and avoiding confusion and danger to passengers.

Some idea of the vast amount of detail work handled by the Commission can be gained from the number of conferences that have been necessary in connection with the development during the past two years of the several improvements undertaken. In all, 1,237 conferences have been held, divided among the following activities:

Twelfth street	317
Michigan avenue	379
Lake Front	69
Bridges	63
Educational	107
Miscellaneous	302

In addition to this regular work, in May, 1913, the National Conference on City Planning held its fifth conference in Chicago, and all of the old local details were handled by the commission's official staff—the securing of funds, the entertainment of delegates, and all arrangements for the banquet, which was presided over by President Howard Elting of the Chicago Association of Commerce, and at which Chairman Charles H. Wacker of the Chicago Plan Commission was the principal speaker. Mr. Wacker's topic was "Gaining Public Support for a City Planning Movement," a subject of vital interest to every delegate and, naturally, his address was received with the closest attention. Much valuable publicity in the press of the country has accrued to Chicago and the work of the Commission by reason of this conference.

The educational propaganda of the Commission has been carried on in several directions. More than two hundred lectures on the Plan of Chicago have been delivered in all parts of the city and before all sorts of audiences. Our lectures are illustrated with more than one hundred and twenty-five beautiful stereopticon views of the plan and photographs taken of actual conditions existing throughout the city, shown in contrast to what may be realized, and a large number of foreign views, showing what has

been accomplished in Europe in city planning, especially in the beautification of waterways and street systems. We present many other interesting features in connection with our educational propaganda, in order that the people may appreciate the nature of our work and come to realize the fact that in American cities the ballot must go before the builder.

The Commission, during the past two years, has furnished articles which have appeared in over six hundred magazines and periodicals. Two publications have been issued. The one entitled "Chicago's Greatest Issue—An Official Plan," was written in plain, everyday language so that all might readily understand it. It covered the entire Plan of Chicago in brief, and was accompanied by all the charts and pictures of the Plan. One hundred sixty-five thousand copies of this book were distributed among Chicago citizens, and there has been a great demand for it from many outside sources since it first appeared.

A school text book entitled "Wacker's Manual of the Plan of Chicago" was compiled—prefaced by many subjects relating to city planning in ancient and modern times, and especially relating to the industrial and social progress of Chicago. It re-

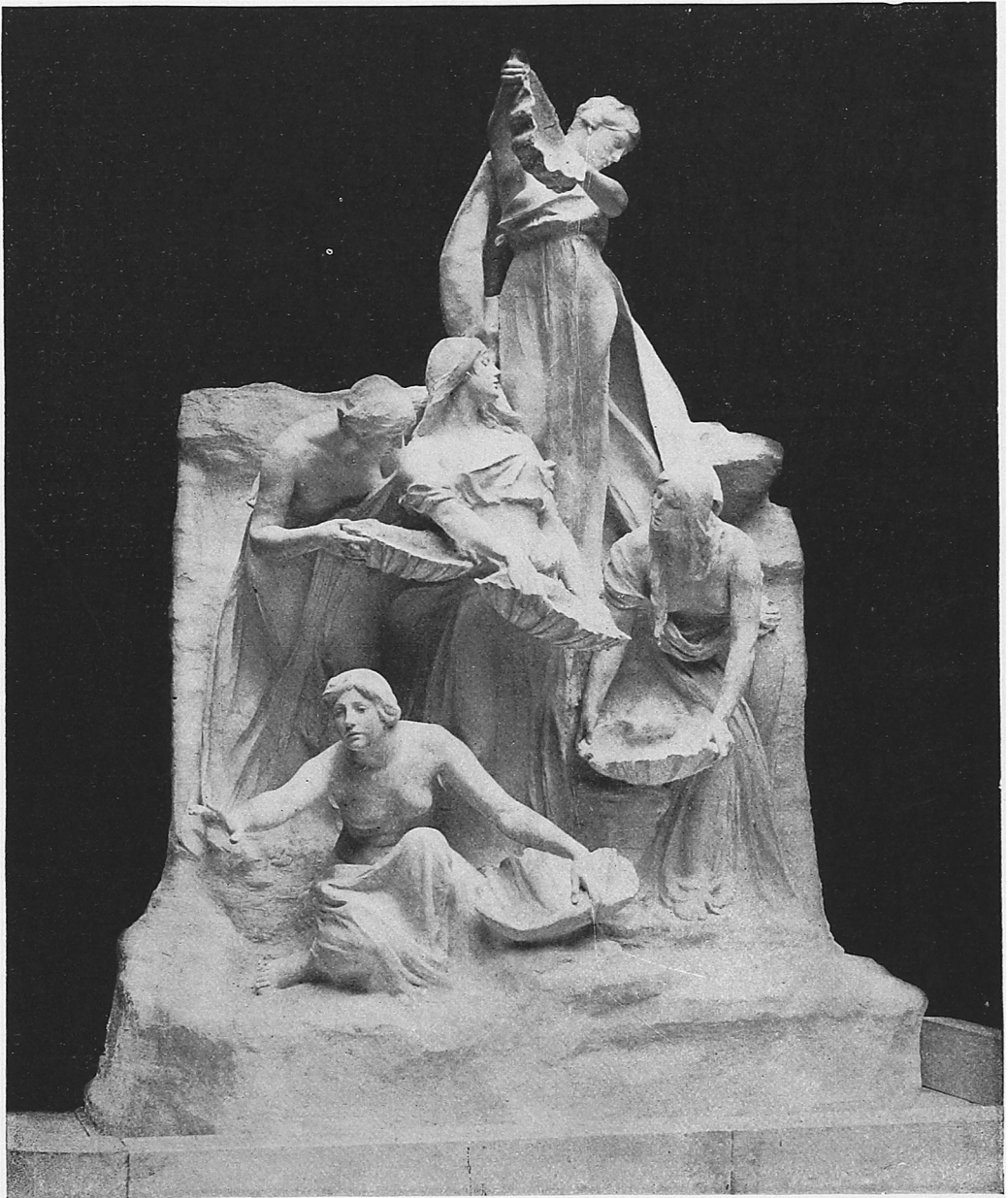
ceived the sanction of the Mayor, was passed on from a text and pedagogic standpoint by three leading educators, and was unanimously adopted by the Board of Education to become a part of the curriculum of the eighth grade course. Thirty thousand copies of the manual have been studied, and it is serving the double purpose of enlisting the sympathy of the parents to the Plan through the medium of the school child, and of training the school children of the present to become future responsible heads of government control.

It is difficult to forecast what next big step in plan work will be inaugurated by the Commission. Suffice it to say that it is well content with the start that has been made in the three big cases now under way—Michigan avenue, Twelfth street and the Lake Front—and there will be sufficient for the Commission to do for the next several months in fostering and aiding in the further development of the work already successfully inaugurated.

Chicago today is struggling for expansion—hampered in its growth on the one hand by the bonds of sectional prejudice and on the other by personal selfishness. These lines must be wiped out. We must come to-



MIDWAY PLAISANCE SHOWING THE PROPOSED WATERWAY CONNECTING THE LAGOONS OF WASHINGTON PARK WITH THE WATERWAY OF THE PROPOSED SHORE PARK BETWEEN JACKSON AND GRANT PARKS.

*"THE GREAT LAKES"**By Lorado Taft.**—Courtesy Art Institute, Chicago*

gether, centralize and vitalize our energies and pour them into one central channel for the good of all Chicago.

To do that it is only necessary to pour the best of our heart, hand and brain into this work. Then the future course of Chicago will be upward and onward, increasing in

usefulness, happiness and prosperity to all of the people all of the way. The arena of the world's greatest city planning movement is centered in Chicago, and the eyes of the world are focused upon the combat. It therefore behooves our citizens to see to it that the fight is well conducted.